

"Will you help the farmer in your community produce to his maximum capacity? He needs rural motor extension service and better highways. This is not only a war measure, but an after-war measure as well." — J. B. Hagopian, secretary, Iowa transport committee, state council of defense, Des Moines.

Monroe and
Marshall Aves

"We're hardly in 'shape just yet, but we'll have a few days and then you can see the new plant," says H. Gross, general manager of the Quality Motor Car Co., distributors of the Prest-O-Lite batteries.

The company has separated its battery manufacturing from its car repairing plant, moving the battery manufacturing into the building formerly occupied by the West Tennessee Motor Sales Co. The new battery plant will have a few home of Union avenue near the Ford branch, and the car repairing is in its old quarters at 315 Madison avenue.

As an added feature to Prest-O-Lite's new plant, the company has, in addition, over the local distributors have designed a drive-in service. The new location is being remodelled from front to back.

The Comet Six—The Car of Quality, Durability, Simplicity and Efficiency

MOTOR-Comet-Continental 9-N Red Seal, six-cylinder, overhead valve, unit type with belt housing enclosing fly wheel. Large water jackets below surrounding cylinders. Valves all on one side. Bore, 3½ inches; stroke, 5¼ inches. Piston rings, three per cylinder. Spiral cut hollow steel valves 1 7/8 inch diameter, three flame bearings. Intake air filter mounted on top of motor. Crank-shaft with four main bearings. Concoiled push rods and guide bars. Lubrication by combination level trough for each crank pin in two-gallon base, with individual control valves for each cylinder. Oil pump driven by power-shaft at 600 r.p.m., approximately 2,000 g. p. m.

CLUTCH-Bellows type. Bell disc, dry plate, steel on raybestos.

TRANSMISSION-In unit with motor. Selective type, three speeds forward and reverse. Flynt hi-duty and annular ball bearings, nickel steel gears and shafts.

FRONT AXLE-One-piece I-beam section, drop forged, heat treated. Elliott type knuckles with large springs.

REAR AXLE-Three-quarter floating, short propeller type, malleable iron housing, nickel steel drive shafts.

BRAKES-On rear hub drums, 14-inch diameter, internal and external with cast iron shoes.

FRAME-Pressed steel, heat treated, 3-16 stock, unknick over rear axle.

FRONT SPRINGS-Semielliptic 2x36 inches, special alloy steel.

REAR SPRINGS-Coil spring, cantilever type, 2x36x50 inches, Special alloy steel, 100 lb. capacity.

IGNITION-Wagner distributor and coil, Lucas battery.

STARTING-Well-known Wagner two-unit system. Generator direct connected by flexible coupling through pump shaft to timing gears. Starting motor, flange bolted to belt housing, with well-known automatic Bendix drive and clutch gear. Ignition, lighting and dimming switch with ammeter, oil pressure and speedometer gauges. The whole engine and chassis electrically self-controlled. Relay on dash under hood.

COOLING-Water pump driven off pump with large cellular radiator and ample water-jacketing. Large roller fan.

GASOLINE FEED-Stromberg L-B-2 carburetor for 14-Inch intake. Stewart-McCormack fuel injection.

STEERING-Worm and complete worm rear, left side drive; ample adjustments for all wear. Adjustable for positions in frame bracket and easily de-adjusted as desired.

DRIVE-By two universal joints and tubular propeller shaft to rear axle.

WHEELS-Acillerty type, best grade rims, twelve-spoke front and rear, 16-inches. Firestone demountable tires. Five wire wheels optional at additional cost.

TIRES-3-16. Rear non-skid.

WEIGHT-Approximately 1,000 lbs. Approximate shipping weight, 2,950 pounds.

ROAD CLEARANCE-10½ inches at lowest point.

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Delco-Light

Phone Hemlock 811 or Hemlock 2420-J

Memphis, Tenn.